

Mike Scott-

- 530 AFTERNOON - TIL OFF IN IN FLEET - weather was about to get bad.
- Did SS, did stretches together.
- Talked into FLEET - Tug & it could of been Ryan or Lane talked into FLEET
- Told were going - AB Pinned the head & his Guys came out to help, secured head - dropped down to stern to hold the barrels.
- Earnie T - Harbor boat.
- Weather was coming - when talking in, started Rain - visibility from wheelhouse - see ~~may be~~ after caught head wire (could see) got wave working down on FLEET
- at first coupling ~~back~~ trunk covered the guys up, raining heavy could not see clear
- Radio COMM OK during that time.
- Normal operation - severe weather w/ Rain, Thunder storms around that time.
- Said on radio back on boat - Lane came up once or twice
- got OFF watch, boat OF Serial, Guested Benjay Lane & Blake in lounge, Ryan in DL, no one said anything at that time.
- Next Morning.
- Shift Starter - didn't do stretches that Morning - thinks that when it happened to report

DeScrepancy - Told crew to help with bags - Saw Ryan w/
bags going up hill - One slung over shoulder
cant remember whether ~~the~~ Blake & Dane
helped him up the hill.

- Pulling big bag a -

- Pull videos at Mike - off the boat

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

DATE: 9-6-2014

WEATHER CONDITION (GIVE AT BEGINNING OF DAY)

64° Rain.

Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up.

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

mpe-208		mnp-672		mpe 649		
mpe-208		mnp-671		mpe 636		

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		IL	184
LOCK DELAY / #		0600	185 S/UMR	11		
LOCKING TIME	130	1200	130 S/UMR	55		
WEATHER		1800	70 S/UMR	60		
MECHANICAL		2400	12 S/UMR	58		
TOW WORK	2:00					
PRODUCT	1:00					
OTHER		TOTAL MILES		184		
TOTAL DELAYS	3:30					

(SEE ADDITIONAL SHEETS IF NEEDED)

FORM 99318 1 Rev. 9/10

MPC00000633

DAILY LOG SHEET

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

M/V Nashville

DATE: 9-5-2014

M/V NASHVILLE
Call Sign: WDB 9884
O.N. 916834
MMSI 366984440

WEATHER CONDITION (GIVE AT BEGINNING OF DAY)

74° clear.

MAKE TOW ARRANGEMENT

Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up.
• Show Loads by underscoring (12)
• Show Empties by Number only (12)
• Show Headers by 1 at proper end of Barge
• Sketch Boat in proper position. Change sketch each time Tow changes.

<input checked="" type="checkbox"/> Map-671	<input checked="" type="checkbox"/> MPC-903				

TIME	MILE	ACCURATE DESCRIPTION OF OPERATION	DEPART
0001	196	Map woodriver dock w/ntys Map 671 + MPC 903 Gullett on	
0010	196	dock arm connected on Map 671	
0020	196	dock arm connected on MPC 903	
0045	196	begin Loading Map 671 + MPC 903	
0500	196	wcp met VHF's 1316 ok 360 met Gullett off / Scott on	
0915	196	MPC-903 Done loading 0925 / Dock arm off	
1015	196	Map-671 Done loading 1030 / Dock arm off	
1105	196	wcp met VHF's 1316 ok 360 met Scott off / Gullett on.	
1120	196	depart woodriver dock Light boat 360 met	
1130	196	arrive LTC Fleet Pulmly's MPC 649 + MPC 636 ³⁶⁰ met	
1130	196	Elizabeth brown shift Loads Map 671 + MPC 903 to Fleet	
1130	196	stby for dock space (doing survey work @ dock) ³⁶⁰ met	1215
1246	196	arrive wood river dock w/ntys MPC 649 + 636 ¹³⁵⁰ spotted	
1315	196	dock arm connected on MPC 636	
1335	196	dock arm connected on MPC 649	
1355	196	Loading MPC 649 + 636	
1705	196	wcp met VHF's 1316 ok 360 met Gullett off / Scott on.	
2030	196	Stop loading due to weather	2125
2300	196	wcp met VHF's 1316 ok 360 met Scott off / Gullett on	
2335	196	Finished Loading MPC 636	
2340	196	Finished Loading MPC 649	
2345	196	dock arm off MPC 636	
		F.O.B. - 56528	used - 207

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		IL	✓
LOCK DELAY / #		0600	196 UMR	✓		
LOCKING TIME		1200	196 UMR	✓		
WEATHER		1800	196 UMR	✓		
MECHANICAL		2400	196 UMR	✓		
TOW WORK						
PRODUCT	24 hr.					
OTHER						
TOTAL DELAYS	24 hr.		TOTAL MILES	✓		

DISTRIBUTION: WHITE - Office, CANARY - Boat File
Custodian - Marine Operations
Transportation - Shipment Log - Marine
ACTIVE + 10 / after equipment is no longer in use

(SEE ADDITIONAL SHEETS IF NEEDED)

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

DATE: 9-4-2014

WEATHER CONDITION (GIVE AT BEGINNING OF DAY)

74° D. Cloudy

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

[illegible]

TIME	MILE	ACCURATE DESCRIPTION OF OPERATION	DEPART
0001	196	stby for dock space woodriver Gullett on	
0505	196	wcp met VHF's 13/16 ok 360 met Gullett off / Scott on	
0900	196	Departed L&C Fleet with 2mty map-672, mpe-908 360 met	
0915	196	Spotted 2mtys map-672, mpe-908 @ WoodRiver Dock.	09:30
1005	196	Dock Arm on mpc-908 / 10:30 Dock Arm on map-672	
1100	196	wcp met VHF's 13/16 ok 360 met Scott off / Gullett on	
1115	196	Begin Loading Map 672 + MPC 908	
1330	196	shut down high pressure alarm Pressure ^{A.G.} Reading 1330	
1500	196	resumed Loading Map 672 + MPC 908	
2140	196	mpe-908 Done loading 2130 / Dock arm off.	
2145	196	map-672 Done loading 2100 / Dock arm off.	
2300	196	wcp met, VHF's 13/16 ok wcp met Scott off / Gullett on.	
2300	196	elizabeth brown Fleeting MPC 908 + Map 672	
2310	196	depart L&C Fleet with Map 671 + MPC 903	
2335	196	spotted 2mtys Map 671 + MPC 903	2345
		F.O.B - 56735	used - 289

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		IL	0
LOCK DELAY / #		0600	196 UMR	0		
LOCKING TIME		1200	196 UMR	0		
WEATHER		1800	196 UMR	0		
MECHANICAL		2400	196 UMR	0		
TOW WORK						
PRODUCT	24:00					
OTHER		TOTAL MILES		0		
TOTAL DELAYS	24:00					

DISTRIBUTION: WHITE - Office, CANARY - Boat File
Custodian - Marine Operations
Transportation - Shipment Log - Marine
ACTIVE + 10 / after equipment is no longer in use

(SEE ADDITIONAL SHEETS IF NEEDED)

FORM 99318 1 Rev. 9/10

MPC00000635

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

DATE: 9-3-2014

M/V NASHVILLE
Call Sign: WDB 9884
O.N. 916834
MMSI 366984440

WEATHER CONDITION (GIVE AT BEGINNING OF DAY)

68° Foc

Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up.

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		IL	Ø
LOCK DELAY / #		0600	196 umr	Ø		
LOCKING TIME		1200	196 umr	Ø		
WEATHER		1800	196 umr	Ø		
MECHANICAL		2400	196 umr	Ø		
TOW WORK						
PRODUCT	24:00					
OTHER		TOTAL MILES		Ø		
TOTAL DELAYS	34:00					

DISTRIBUTION: WHITE - Office. CANARY - Boat File

(SEE ADDITIONAL SHEETS IF NEEDED)

ACTIVE + 10 / after equipment is no longer in use

FORM 99318 1 Rev. 9/10

MPC00000636

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

DATE: 9-2-2014

~~MMSI 366984440~~

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

69° Rain.

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW	2:06	0001	196 UMR		IL	Ø
LOCK DELAY / #		0600	196 UMR	Ø		
LOCKING TIME		1200	196 UMR	Ø		
WEATHER		1800	196 UMR	Ø		
MECHANICAL		2400	196 UMR	Ø		
TOW WORK						
PRODUCT	22:00					
OTHER		TOTAL MILES		Ø		
TOTAL DELAYS	24:00					

(SEE ADDITIONAL SHEETS IF NEEDED)

ACTIVE + 10 / after equipment is no longer in use

FORM 99318 1 Rev. 9/10

MPC00000637

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

Nashville
M/V NASHVILLE

DATE: 9-1-2014

71° Cloudy

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		IL	0
LOCK DELAY / #		0600	196 UMR	0		
LOCKING TIME		1200	196 UMR	0		
WEATHER		1800	196 UMR	0		
MECHANICAL		2400	196 UMR	0		
TOW WORK						
PRODUCT	24:00					
OTHER		TOTAL MILES		0		
TOTAL DELAYS	24:00					

(SEE ADDITIONAL SHEETS IF NEEDED)

FORM 99318 1 Rev. 9/10

MPC00000638

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

Nashville

DATE: 8-31-2014

WEATHER CONDITION (GIVE AT BEGINNING OF DAY)

72° clear

Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up.

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		FL	0
LOCK DELAY / #		0600	196 UMR	0		
LOCKING TIME		1200	196 UMR	0		
WEATHER		1800	196 UMR	0		
MECHANICAL		2400	196 UMR	0		
TOW WORK						
PRODUCT	2400					
OTHER		TOTAL MILES		0		
TOTAL DELAYS	2400					

(SEE ADDITIONAL SHEETS IF NEEDED)

ACTIVE + 10 / after equipment is no longer in use

FORM 99318.1 Rev. 9/10

MPC00000639

MARINE DEPARTMENT - MARATHU PETROLEUM COMPANY LP

Nashville

M/V NASHVILLE
Call Sign: WDB 9884
O.N. 916834
MMSI 366984440

DATE: 8-30-2014

WEATHER CONDITION (GIVE AT BEGINNING OF DAY)

72° Cloudy

Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up.

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		IL	Ø
LOCK DELAY / #		0600	196 UMR	Ø		
LOCKING TIME		1200	196 UMR	Ø		
WEATHER		1800	196 UMR	Ø		
MECHANICAL		2400	196 UMR	Ø		
TOW WORK						
PRODUCT	24:00					
OTHER		TOTAL MILES		Ø		
TOTAL DELAYS	24:00					

DISTRIBUTION: WHITE - Office, CANARY - Boat File

(SEE ADDITIONAL SHEETS IF NEEDED)

ACTIVE + 10 / after equipment is no longer in use

FORM 99318 1 Rev. 9/10

MPC00000640

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

DATE: 8-29-2014

M/V NASHVILLE
Call Sign: WDB 9884
O.N. 916834
MMSI 366984440

73° Cloudy.

Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up.

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		IL	0
LOCK DELAY / #		0600	196 UMR	0		
LOCKING TIME		1200	196 UMR	0		
WEATHER		1800	196 UMR	0		
MECHANICAL		2400	196 UMR	0		
TOW WORK						
PRODUCT	24:00					
OTHER		TOTAL MILES		0		
TOTAL DELAYS	24:00					

(SEE ADDITIONAL SHEETS IF NEEDED)

ACTIVE + 10 / after equipment is no longer in use

FORM 99318 1 Rev. 9/10

MPC00000641

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

Nashville

M/V NASHVILLE
Call Sign: WDB 9884
O.N. 916834
MMSI 366984440

DATE: 8.28.2014

WEATHER CONDITION (GIVE AT BEGINNING OF DAY)

70° Cloudy

Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up.

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	196 UMR		IL	6
LOCK DELAY / #		0600	196 UMR	Ø		
LOCKING TIME		1200	199 UMR	3		
WEATHER		1800	196 UMR	3		
MECHANICAL		2400	196 UMR	Ø		
TOW WORK						
PRODUCT	24:00					
OTHER		TOTAL MILES		6		
TOTAL DELAYS						

DISTRIBUTION: WHITE - Office, CANARY - Boat File
Custodian - Marine Operations
Transportation - Shipment Log - Marine
ACTIVE + 10 / after equipment is no longer in use

(SEE ADDITIONAL SHEETS IF NEEDED)

FORM 99318 1 Rev. 9/10

MPC00000642

MARINE DEPARTMENT - MARATHON PETROLEUM COMPANY LP

DATE: 8-27-2014

M/V NASHVILLE
Call Sign: WDB 9884
O.N. 916834
MMSI 366984440

WEATHER CONDITION (GIVE AT BEGINNING OF DAY)

76° P. Cloudy

Indicate the arrangement of the barges in tow by writing Barge Number in block as barges are made up.

- Show Loads by underscoring (12)
- Show Empties by Number only (12)
- Show Headers by I at proper end of Barge
- Sketch Boat in proper position. Change sketch each time Tow changes.

map-672	map-908	map-649		
map-671	map-903	map-636		

[illegible]

DELAYS		MILEAGE RECORD				
BOAT FUELING		TIME	POSITION	MILES	STATE	MILES
STW		0001	101 N/UMR		IL	95
LOCK DELAY / #	1:10	0600	133 N/UMR	32		
LOCKING TIME	:30	1200	167 N/UMR	34		
WEATHER		1800	193 N/UMR	26		
MECHANICAL		2400	196 UMR	3		
TOW WORK						
PRODUCT	5:30					
OTHER	1:10	TOTAL MILES		95		
TOTAL DELAYS	8:20					

DISTRIBUTION: WHITE - Office, CANARY - Boat File

(SEE ADDITIONAL SHEETS IF NEEDED)

Custodian - Marine Operations
Transportation - Shipment Log - Marine
ACTIVE + 10 / after equipment is no longer in use

FORM 99318 1 Rev. 9/10

MPC00000643

Temperature:
Wind Speed:
Wind Direction:
Humidity:
Precipitation:
River Condition:
Current Speed:
Visibility:

☐ Vehicle Incidents & Accidents

Roll-Over:
Able to Drive:
Speed:
On-Road:
Number of Injuries:
Extent of Injuries:

☐ Regulatory Agency

Type of Regulatory
Agency:
Agency:

☐ Marine Vessel Incidents & Accidents

Grounding:
Boat Bump/Go:
Allision:
Collision:
Boat Damage:
Barge Damage:
Damage to 3rd
Party:
Damage from 3rd
Party:
Near Miss:
Vessel Moored:
Drift Involvement:
High Water:
Low Water:
Person Overboard /
In Water:
Good Catch:

☐ Release/Spill Information

Material Released:

Mike Scott Interview 4-6-15

By Isaac Perkins – HRC

Concerning Ryan Ruddell

- 5:30 in the afternoon, going to tie off in the fleet, weather forecast called for rain
- Did shift starter and stretched
- Talked into the fleet, had the tug to help. Can't remember which employee it was who talked into fleet
- Harbor told where he was going, HB pinned the head of tow and his guys came out to help. They secured the head, dropped down to stern to hold in the barges
- the harbor boat was the Ernie T.
- The rain increased as they were putting the boat into the fleet. When working the head of tow, could see but visibility decreased as the employees worked towards the boat.
- At the first coupling, the trunk of the barge covered guys up. Didn't have a good view of the crew members at the time. Radio communication worked OK at the time.
- It was a normal operation, had rainstorms at the time.
- Communicated to the me (Capt. Scott) that they were all back on the boat. Dane came up to the wheelhouses once or twice that watch.
- Got off watch, went down to the galley to have a bowl of cereal, smelled bengay. Dane and Blake were in the lounge; Ryan was in the deck locker. None of the crew said anything at that time.
- The Next Morning during the shift starter. Ryan didn't do his stretches. Thinks that is when he reported his illness and began to fill out documents.
- He told the crew to help Ryan with bags. Saw Ryan holding a bag over his shoulder.

Dane Haukendahl – 2nd Mate investigation 3/1/15
Isaac Perkins – HRC

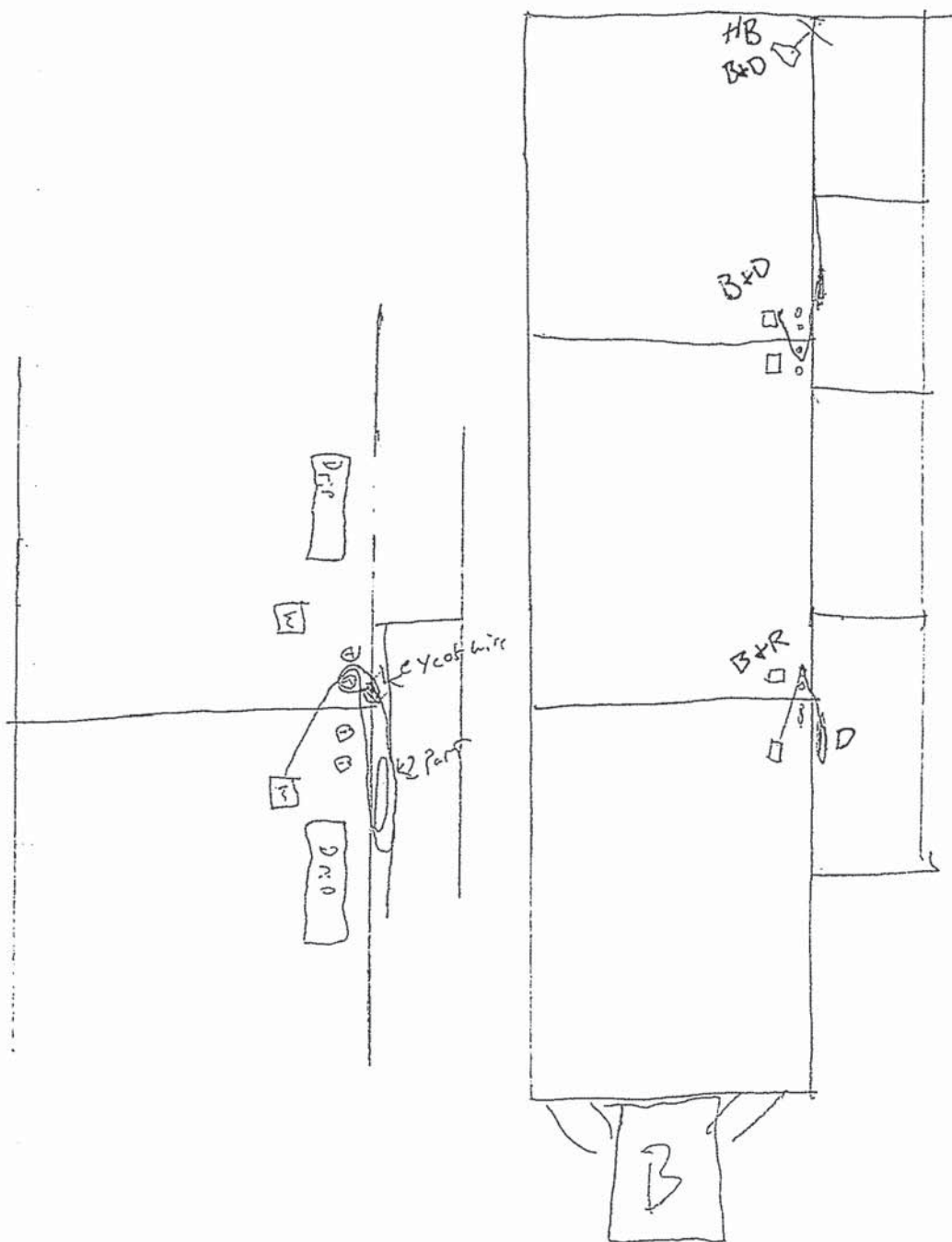
- Dane had worked with Ryan for about a year on the Nashville, every time the tow was built the same way. 6 sets of rigging at each coupling, same tow each time, utilizing rake and box barges.
- Earlier in trip: Sanding / Painting the deck-locker floor. Dane said he did most of the work, when the crew was working, they rotated every thirty minutes. Didn't have any complaints at that time.
- Dane thinks they got fuel in Louisiana <will check logs>

Timeline of events:

- Shift starter at approx. 5:30PM did stretching with Ryan and Blake; Ryan didn't complain during his stretches, Dane would sometimes have to ask Ryan to put effort into his stretches. They held a shift starter on fleeting barges in the wheelhouse. During the shift starter, Ryan had fair participation and didn't mention anything about his back.
- The weather started to sprinkle as they walked out to the head of the tow. The amount of rain increased while they were working. They had yellow rain suits available for their use if the deckhands wanted to use them.
- Walking out towards the head of tow, Dane asked Ryan if he was comfortable talking mike into the fleet, he stated he was and proceeded to do so.
- The Harbor boat pushed the head of tow into the fleet first then worked his way down towards the stern as they tied-off to the fleet. Dane said the Harbor Boat was smooth in its operation, did not jolt the tow when they touched up.
- Dane doesn't remember any boats passing other than the harbor boat assisting.
- At the head of tow, Dane and Blake worked the wires and the harbor boat employees worked the winch. Ryan did not do any physical work at that time. Dane and Blake laid double wire at the head
- Refer to diagram in notes for fleet and barge position. There were not barges in-front of the tow, just parallel to MPC's barges.
- Dane moved over to the fleet's spar barges, Blake and Ryan stayed on MPC barges. Dane stated our barges are painted with 'grit' non-slip material and the deck of the barges was in good shape. There were not any oily products on deck.
- Dane said the fleet remained fixed, that it did not surge at any time. The Harbor boat had stabilized the tow and had the barges pushed into the fleet.
- Most barges in our tow have the Patterson winches; Ryan was not on the winch at any time that dat. Blake was at the same coupling as Ryan, it was his first line-haul trip as deckhand. Dane saw Ryan reach down with both hands extended and handed Dane the wire on the fleet barge. The barges maybe had 6 inches difference in draft between the tow and fleet; it was a level hand-off. There was not a large gap between the barges and fleet.
- All the wires were in good shape. We replace if wires get bad. We didn't have any galvanized wires on that barge. Dane had the eye of the wire, didn't see any burs in that part of wire.

Dane pulled the wire's slack out and harbor boat employees assisted in laying the wires to a 2 part wire.

- Walking back towards the boat, Dane asked about safety lines being needed, the Harbor Boat employees who are in-charge of the fleet said they didn't want them laid.
- Dane told Blake and Ryan to go get changed / dry. Both employees had their own room so they were able to get clean clothes and changed without awaking any crew-members up. Dane had brought dry clothes down to his locker and changed in the deck-locker. He then mopped up the deck-locker of excess water.
- The crew did their clean-up duties for about 45 minutes – 1 hour then took a break
- With about 2 hours left in the watch, Dane, Blake and Ryan took a break and hung out in the lounge. Ryan sat down in the leather chair so with lots of force, that his feet came up from the ground.
- That is when Ryan asked about Aleve, Dane told him they may have medicine in the OTC cabinet. Dane asked if he was OK or hurt at that time, Ryan mentioned he had a muscle spasm, didn't mention where on his body. They didn't tell Captain Mike at that time. Later that evening in the Lounge, Dane smelled BenGay on Ryan and asked again if he was hurt. He said no, that he uses it all the time for his knee. Did not mention any back problem at that time. Said his knees tend to ache.
- Next morning before the shift starter (around 5:25AM) Ryan went down to smoke a cigarette, Dane thinks that he didn't have any because he ran up the stairs almost knocking over the deckhand Daniel Hoskins (former employee)
- Next Morning at the shift starter (topic unknown) during the stretches, Dane noticed that Ryan wasn't stretching and that he wasn't bending down. Dane waited until they went downstairs to ask Ryan if he was OK. Dane sat at the Mates desk and Ryan in the chair, asked Ryan if he was hurt. Ryan said he didn't get much sleep, -asked why – Ryan told Dane his back was hurting, but didn't want to tell Captain about it yet, Dane asked if he could do his job, Ryan said hesitated and said no, that's when Dane told Blake to get Ice for Ryan and then went to report the incident to the Captain. At that time, Ryan didn't tell Dane where / when it happened.
- Dane then got Ryan to come upstairs to start working on the paperwork, followed behind him so Ryan couldn't fall backwards.
- When they got off the boat, Dane and Blake carried everything. Ryan held onto his laptop bag. Dane didn't observe any walking issues. He didn't stop walking on the ramp up to mikes. Dane thinks they used the stairwell. When he got in the cab, he did not show signs of irradiation. Dane made a comment to Blake that "it was awful easy to get in the cab with a hurt back.



B

MPC & CONTRACTOR OCCUPATIONAL INJURY/ILLNESS/INCIDENT REPORT

I. This Section to be completed by the **Person involved** and returned to MPC supervisor **within 24 hours** after the incident.

1. Name Ruddell Ryan A Employee No. (if MPC) 779392
Last First MI

2. Home Address 308 Van Dusen Ave Evansville IN 47211
Street City State Zip

3. Date of Birth 09/10/87 Sex ☒ M ☐ F Date Hired (with MPC or Contracting Company) 5/12/08

4. Occupation/Job Title Deckhand Date you began this occupation 5/12/08

5. Contractor Company Name _____

6. Marathon or Contractor Supervisor Michael Scott "Captain"

7. Date of Incident 8/27/14 Time 18:45 ☐ AM ☒ PM Check if time cannot be determined ☐

8. Time you began work day of incident 5:30 ☐ AM ☒ PM Did incident occur outside normal work hours? Yes ☐ No ☒

9. Place incident occurred First coupling at L&E Fleet mpe-903, map-671 On Marathon premises? Yes ☒ No ☐

10. Reported to (MPC Employee) Dave Hawkedahl Date 8-28-14 Time 7:30 ☒ AM ☐ PM

11. Describe what you were doing before the incident occurred. Describe the activity, as well as the tools, equipment, or material used. Be specific.
Took wire off Timberhead (Fleet Burgess)

12. Describe in detail how the incident occurred (use an additional page if needed). Took wire off Timberhead Hawkedahl to wire to more

13. Describe in detail the injury/illness, part of body affected and how (be more specific than "hurt" or "sore"), and any symptoms.
Lower Back hurt ~~in~~ Pain radiating out around Sides, shooting Pain down front of leg, Sore in testicles

14. Object or substance causing incident (specify). wire

15. Witness(es) Dave Hawkedahl, Anthony Ginn

16. I have answered the above questions to the best of my knowledge: [Signature] 8/28/14
Signature Date

17. Completed by (if other than the above person)
Ryan Ruddell Deckhand (817) 672-0598 8/28/14
Name Title Phone Date

II. This Section to be completed by **Supervisor or Designee** and forwarded to the HES Dept. **within 3 calendar days** of the incident.

1. Is there any additional information about the incident? _____

2. Check protective equipment worn at the time of the incident and any that should have been worn:

Equipment	Worn	Should Have Been Worn	Equipment	Worn	Should Have Been Worn
Safety Glasses	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Goggles	<input type="checkbox"/>	<input type="checkbox"/>
Face Shield	<input type="checkbox"/>	<input type="checkbox"/>	Hard Hat	<input type="checkbox"/>	<input type="checkbox"/>
Safety Shoes	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fire Resistant Clothing	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Gloves	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Respirator	<input type="checkbox"/>	<input type="checkbox"/>
H2S Monitor	<input checked="" type="checkbox"/>	<input type="checkbox"/>	Fall Protection	<input type="checkbox"/>	<input type="checkbox"/>
Seat Belt	<input type="checkbox"/>	<input type="checkbox"/>	Other	<input type="checkbox"/>	<input type="checkbox"/>

3. Were proper work procedures being followed? Yes ☒ No ☐ If No, explain. _____

4. What steps were taken to prevent a recurrence of this type of incident? Proper Lifting been with knees

5. Completed by:
Michael Scott Captain 780619 8-28-14
Name Title Employee Number (if MPC) Date

Note: Refer to [TNLHES302](#) (reference) – Personal Protective Equipment (PPE) for additional information about the PPE required at TT&M facilities.

Important: Only type V US Coast Guard approved personal flotation devices are to be used by *Company* employees.

Lifting Requirements

Minimum Lifting Requirements

Employees should have the strength, flexibility, and cardio-respiratory fitness to perform the following tasks:

- lift at least 100 pounds from floor to knuckles level
- lift and carry at least 80 pounds with two hands at shoulder level for a minimum distance of 100 feet on a level surface
- lift and carry at least 65 pounds with two hands at shoulder level for a minimum distance of 200 feet on a level surface, and
- lift and carry at least 50 pounds with two hands at shoulder level for a minimum distance of 300 feet on a level surface.

Lifting Limits (m)

Under no circumstances shall any employee exceed the limits established in this document by

- lifting, carrying, pushing, pulling, and so on, more than the specified amount, or
- performing a task without the minimum required personnel.

Exception: In certain situations (for example inclement weather), the *Boat Captain* and/or Pilot may use their discretion and increase the number of required personnel to perform the tasks outlined in this document.

Safe Lifting Requirements

The table below describes safe lifting requirements for various tasks.

Task	Individuals Required	Description
35 Foot Wire	One	<ul style="list-style-type: none"> • Carry no more than one 35-foot wire with two links. • When transporting a wire, carry no additional <ul style="list-style-type: none"> ◦ rigging, or ◦ straps.
65 Foot Wire	Two	<ul style="list-style-type: none"> • Two individuals are required to transport a 65-foot wire. • Use one of two options: <ul style="list-style-type: none"> ◦ divide the wire in half and each person carry a section, or ◦ uncoil the wire and one person position the lead and one person carry the end.
Bank / Shore Line / Wire	Two or more	Two or more individuals are required to connect or release a tow with a bank / shore line / wire.
Carrying Objects (general)	One	While carrying objects on the outside of the boat/ barge, <ul style="list-style-type: none"> • free the inside hand, and • place the load on the outboard side of the body.
Face / Wing Wires (synthetic line or wire rope)	One or Two	<ul style="list-style-type: none"> • While boat is stationary, one person is to handle face/wing wires. • While boat is underway, two people handle the face/wing wires.
Hose	One, Two, or Three	Use a minimum of three people to place a 6-inch cargo hose into position using the push/pull method. Recommendations: <ul style="list-style-type: none"> • Come alongside as close as possible to the needed position. • Use hose tongs to drag the cargo hose. • Use a minimum of six people if the entire hose has to be lifted and carried. • One person can generally position or lift <ul style="list-style-type: none"> ◦ a 4-inch water stripping hose, or ◦ a 2-inch product/water stripping hose. • Two people are required when moving a 2-inch steam hose. • One person is required to hook up the hose.
Lock Line	Two or more	Two or more individuals are required to carry a lock line.
Miscellaneous Supplies / Groceries	One	Do not carry or lift supplies/groceries in a container or in multiple containers with gross weight in excess of 50 pounds.
Pumps	Two or more	Two or more individuals are required to move stripping pumps.
Ratchets	One	<ul style="list-style-type: none"> • Carry no more than one ratchet at a time. • When transporting a ratchet, carry no additional <ul style="list-style-type: none"> ◦ rigging, or ◦ straps.
Spill Kits	Two or more	Two or more individuals are required to carry spill kits.
Straps	One	Do not carry more than two straps (with or without links) at a time.
<ul style="list-style-type: none"> • Tools • Links, or 	One	<ul style="list-style-type: none"> • Carry equipment in a safe manner. • Do not overload when carrying this type of equipment on the tow.